AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (original) A method of assembling components together in sealed relationship, the components have respective mating surfaces, the method including the steps of applying to a mating surface a layer of polysulphide sealant and allowing the sealant to cure; bringing together the mating surfaces and applying a pre-determined pressure therebetween for a pre-determined period whereby to bring about a sealed joint between the two mating surfaces.

2. (original) A method as in claim 1 in which a said layer of polysulphide sealant is applied to both mating surfaces.

3. (currently amended) A method as in claim 1 ~~or 2~~ in which the period of application of pressure is at least 1 hour.

4. (original) A method as in claim 3 in which the said period is between 5 and 1 x 10^7 hours.

5. (original) A method as in claim 3 in which the said period is between 8 and 1440 hours.

6. (currently amended) A method as in ~~any preceding~~ claim 1 in which the pre-determined pressure is between 5 and 400 MPa.

7. (currently amended) A method as in ~~any of claims 1 to 5~~ claim 1 in which the pre-determined pressure is between 5 and 200 MPa.

8. (currently amended) A method as in ~~any of claims 1 to 5~~ claim 1 in which the pre-determined pressure is between 8 and 50 MPa.

9. (currently amended) A method as in ~~any preceding~~ claim 1 in which the pre-determined pressure is applied by bolting together the two components in their final assembled configuration.

10. (currently amended) A method as in ~~any preceding~~ claim 1 in which the components are subject to a raised temperature during at least part of the step of applying pressure.

11. (currently amended) A method as in ~~any preceding~~ claim 1 in which the at least one layer of polysulphide sealant is applied to a painted said mating surface.

12. (original) A method as in claim 11 in which the layer of polysulphide sealant is applied to the painted mating surface a sufficiently short time after the paint is applied to at least substantially reduce the need for any further treatment of the painted surface prior to the application of the layer of polysulphide sealant.

13. (original) A method as in claim 12 in which the layer of polysulphide sealant is applied to the painted surface immediately after the paint has dried.

14. (original) A method as in any preceding claim in which the components with sealant applied are stored, including the step of applying a protective covering to the cured layer of polysulphide sealant prior to storage of the component.

15. (currently amended) A method as in ~~any of claims 1 or 3 to 14~~ claim 1, in which the mating surface to which the layer of polysulphide sealant is not applied is a painted surface.

16. (currently amended) A method as in ~~any preceding~~ claim 1 in which the layer of polysulphide sealant applied is a transition metal oxide curing compound.

17. (currently amended) A method as in ~~any preceding~~ claim 1 in which the layer of polysulphide sealant applied is a manganese dioxide curing compound.

18. (currently amended) A method as in ~~any preceding~~ claim 1 in which the layer of polysulphide sealant applied is a dichromate curing compound.

19. (currently amended) A method as in ~~any preceding~~ claim 1 in which the layer of polysulphide sealant applied is an organic-cure compound.

20. (currently amended) A method of assembling components together as in ~~any preceding~~ claim 1 in which the components comprise aircraft structural components.

21. (original) A method as in claim 20 in which the aircraft structural components are used to house fuel on board the aircraft.

22. (original) An assembly of two components for forming a fluid-tight seal together, each component having a mating surface for sealing to a mating surface of the other component, at least one said mating surface having a layer of cured polysulphide sealant thereon.

23. (original) An assembly as in claim 22 in which the components will form part of a fuel storage system for an aircraft.

24. (original) A method of assembling components together in sealed relationship substantially as herein described.

Claim 25. (Cancelled)